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CENTRAL INTELLIGENCE AGENCY

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COUNTRY Hungary

SUBJECT Buildup of Road Net

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1. The roads running from the USSR across the Hungarian border to the Danube basin were greatly improved during the last year [1953] and through the improvement and connection of many roads previously used only for local purposes, the road net was much enlarged. Especially important improvements were made in the exit from the Carpathians, practically all of which were concreted.
2. Line Lvov-Uzherod-Záhony-Nyiregyháza-Debrecen-Szolnok-Budapest. This line has been made eight m broad, with a 50 cm foundation that can take the heaviest tanks, throughout its whole length. The reconstruction of the road bridge across the Tisza at Záhony is important. Between Uzherod and Záhony the road runs briefly across Czechoslovak territory; communication along this line was interrupted for years by the lack of the Záhony bridge. The reconstruction of the bridge has, again, made rapid communication between Lvov and Budapest possible.
3. Line Lvov-Stryj-Mukachevo Berehovo-Vásárosnamény-Nyiregyháza-Tokai-Szerencs-Miskolc. The line between Lvov and Stryj on Soviet territory has been made into a concrete road, eight m broad. Between Berehovo and Nyiregyháza a new concrete road has been built, and there is preparation for a new bridge at Vásárosnamény.
4. Between these two main lines cross-connections have been built. One runs from the Mukachevo-Berehovo section by way of Cep to the right bank of the Tisza, where it meets the other main road in the Uzherod-Záhony area, and another runs from Berehovo across the new bridge over the Tisza to Mándok.

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5. Line Lvov-Stanislaw-Delatia/sig7-Tataron/sig7, then through the Tisza valley to the west and southwest. In general, this road goes along the right bank of the Tisza as far as Vylók. At Vylók it crosses the river and splits in two directions. One of the new roads here runs to Debrecen by way of Mátészalka, the other way of Satu Mare in Rumanian territory, also to Debrecen.
6. Debrecen is connected with Miskolc by a new road. This goes by way of Polgár, where a new road bridge is built across the Tisza. The section from Debrecen to Füzesabony has been rebuilt into a first class highway, and serves as a feeder to the main line Budapest-Szolnok-Debrecen.
7. From Debrecen, the road mentioned in para. 5 runs by way of Berettyoujfalu-Körösladány-Gyoma-Kunszentmárton-Tiszaug-Kecskemét-Dunaföldvár to Székesfehérvár. The sections Körösladány-Gyoma and Dunaföldvár-Székesfehérvár have been rebuilt. From Körösladány to Békéscsaba a new connecting road has been built, providing a through connection from Debrecen to Szeged by way of Békéscsaba and Makó. From Békéscsaba another first class highway runs eastward through Rumania along the line Salonta-Mare-Oradea Mare-Valcea lui Mihai to the USSR. From Békéscsaba westward runs a main road through Orosháza-Szentes-Csongrád-Kiskunfélegyháza-Baja (where there is a new bridge)-Pécs-Dombóvár.
8. All the highways mentioned have been given a standard width of 8 m. In building these roads elevation is carried down to 45 cm. The base is 15 cm of crushed rock on which another 15 cm of cinders is laid before rolling. On top of this 5 cm of fine sand and stone splinters are laid to correct any unevenness, and the road is rolled again. On this surface the concrete is poured. For each cubic meter of concrete 320 kg of cement is used. Concrete is poured in sections 4 by 10 m. These sections or blocks are separated by three cm of asphalt.
9. On either side of the road are drainage ditches 50 cm deep and 70 cm wide, with a back 40 cm wide between them and the concrete. and through the only used
10. The work is usually carried on simultaneously in several sections, road workers being recruited from the nearby villages. There are also a good many compulsory laborers building roads.

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... 5. Line Lvov-Stanislaw